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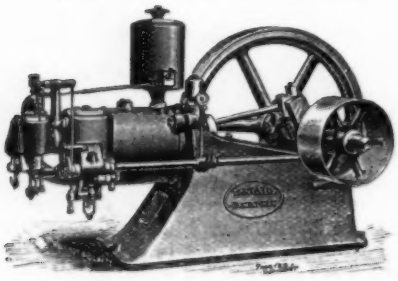

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The Company was incorporated by an Act of Parliament which received the Royal Assent on the 17th August, 1901. The Company's powers were granted by that Act, and a subsequent Act, which received the Royal Assent on the 23rd of June, 1902, the two Statutes being "The Manchester and Liverpool Electric Express Railway Acts, 1901 and 1902."

By these Acts it has been empowered to construct and work an Electrical Railway between Manchester and Liverpool on Behr's Mono-rail system.

The Manchester Terminus of the Railway will be on the west side of Deansgate, one of the principal thoroughfares of the city, and within a distance of about 600 yards from the Exchange, and about 400 yards from the Town Hall. The Liverpool Terminus will be closely adjoining Church-street, and within a distance of about 7,000 yards from the Exchange and Town Hall.

These are most central and convenient situations, and are both excellently served by the electric tramways.

The length of the Railway will be about 34¼ miles, and the time occupied in the transit will be 20 minutes, instead of 40 or 45 minutes, the time at present taken by the fastest express trains running between Manchester and Liverpool. Each train will carry two classes of passengers, at fares not exceeding the ordinary fares at present charged by the other railways.

It is proposed to work this new line at a speed of 110 miles an hour, the trains running every 10 minutes, or, if necessary, more frequently.

Manchester and Liverpool are, after London, the two greatest cities in England, and, with their surroundings, have an aggregate population of about 1,750,000.

To bring these two communities, so closely related, within 20 minutes of each other, at the short intervals provided by a 10-minute service, will, in effect, be to make them parts of one community, and they will, in point of time, be nearer to each other than one end of Manchester now is to the other end.

The fact that the present service between these two cities is an excellent one, carried out by three great Railway Companies, shows the magnitude of the traffic, and that Parliament under these circumstances has granted to this Company the right to construct a fourth Railway, is in itself strong evidence of the merits of the proposed line and its importance for the improvement of travelling generally.

The line will be the pioneer of a system which, in the opinion of many eminent engineers and other competent judges, will create a new era in railway travelling.

It is a matter of common knowledge that the great problems at present before Railway Engineers are:

1. The acquisition of higher speed for passenger traffic.
2. The increased frequency of such trains.
3. The separation of the various speeds, that is to say, the maintenance of separate lines to be appropriated and kept exclusively for high-speed express traffic.

The evidence given before Parliament goes to prove that the Mono-rail system solves these great problems, without the risk apparently inherent to great speed, and, in fact, that in this system derailment is practically impossible.

On the proposed Railway there will be no mixture of fast and slow traffic, no coupling of cars, no crossings, no points, no shunting, so that all these fertile causes of delay and accident vanish. The cars running at regular intervals and at uniform speed, the distance between trains will be exactly maintained.

The foregoing statements are given as the pith of the evidence given before Parliament by some of the greatest engineers and scientists of the day, including:

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Mr. S. B. Cotterell, M.Inst. C.E., Engineer in Chief and General Manager of the Liverpool Overhead Electrical Railway.

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Monsieur Ernest Gerard, Inspector General of Belgian State Railways.

Monsieur Degraux, Engineer in Chief of Belgian State Railways.

Extracts from the evidence before Parliament and the Engineer's Report upon the cost of construction accompany the Prospectus.

The Council of the Liverpool Chamber of Commerce took an active part in forming a Committee of representatives of the two cities of Manchester and Liverpool for the purpose of investigating and reporting upon the feasibility of an electrical express service between these two cities upon the Mono-rail system.

This Committee consisted of the Lord Mayors of the two cities and 40 of the best known and most representative men of the two districts.

A full list of the members and a Report of their proceedings accompany the prospectus.

The Committee of Investigation, having reported most favourably upon the engineering and commercial feasibility of the scheme, the necessary steps were taken to obtain the Company's Acts of Parliament, and after a most minute and careful examination of the scheme, extending over in all 37 days, and after examining no fewer than 84 witnesses, Parliament has approved the principle and authorised the construction of the Railway.

The Legislature, while sanctioning this important undertaking, has taken care that special powers should be given to the Board of Trade for the purpose of securing the safety of the public, the passengers, and the servants of the Company. The Board of Trade, having considered the plans and proposals submitted to them by the Engineers, have authorised the construction of the line to be proceeded with.

Mr. S. B. Cotterell, the Engineer and General Manager of the Liverpool Overhead Electric Railway, put in evidence before Parliament a detailed estimate of the working expenses of the line based upon a ten minutes' service, and also based upon the cost of production of electricity, maintenance, &c., on the Liverpool Overhead Railway. He estimated that the total annual expenditure for traction, maintenance, and working expenses would amount to £6,554 per annum, equal to a cost per train mile of about 7½d.

On this basis, an average of 7½ third-class passengers carried per train would therefore cover all working expenses. An average of 20 passengers per train, or 2,000 per day in each direction, would, it is estimated, be sufficient to pay 5 per cent. per annum upon the capital of the Company, and every additional 2½ passengers per train will be sufficient to pay about an additional 1 per cent. interest on the capital.

The ten minutes' service with the smallest carriage proposed, provides for a traffic of about 4,000 passengers each way per day. Should the number of passengers increase by utilising larger carriages and by increasing the frequency of the trains, which can easily be done, the railway will be able to carry up to 25,000 passengers per day in each direction.

The provision of more rapid and frequent communication between populous centres invites and has resulted in a very large increase of traffic. This is proved by the returns of existing electric railways. Although the instances of an omnibus service are not altogether similar, increased speed in communication favourably affects traffic, and as an illustration we may quote the following figures of the Liverpool Overhead Electric Railway, which replaced a line of omnibuses carrying about 2,500,000 passengers annually. In that railway's first full year of working the total number of passengers carried by the railway was 4,000,000. In 1901, having been running about eight years, it carried 8,000,000 passengers annually, or about 21,500 per day. Even more satisfactory results have been shown by the working of electric tramways. The anticipation, therefore, of such a traffic as will permit of very considerable dividends to the shareholders cannot be considered unreasonable.

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Morel (Edmund), "The Congo Slave State: a Protest against the New African Slavery and an Appeal to the Public of Great Britain and of the United States and of the Continent of Europe." Liverpool: Richardson and Sons.

The Volunteer Annual (Metropolitan Corps), 1903. Edited by A. E. Johnson, 1s. net. A. and C. Black.

Darwen, Francis (Edited by), A Naturalist's Calendar kept at Swaffham Bulbeck, Cambridgeshire, by Leonard Blomefield, (formerly Jenyns). Cambridge University Press.

Hobbes (John Oliver), Imperial India, Letters from the East, cloth, 2s. Fisher Unwin.

The Shambles of Science, Extracts from the Diary of two Students of Physiology, by Lizzy Lind-Af-Hageby, and Leisa K. Schartau. Ernest Bell.

Handbook of the City of Liverpool, compiled for the Congress of the Royal Institute of Public Health, 1903, Issued by the Local Executive Committee. Ed. by E. W. Hope, M.D., D.S.C. Liverpool: Lee and Nightingale.

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Working horses and donkeys in an unfit state	396
Beating, &c., horses, cattle, dogs, and cats	100
Overdriving and overloading horses	20
Starving horses, &c., by withholding food	8
Travelling horses (unharnessed) and cattle when lame	27
Conveying pigs and fowls improperly	2
Wounding cats by setting dogs to worry	5
Wild birds—offences during close season	17
Owners causing in above	226
Assaulting Inspectors	1
	802
During 1903 up to last return	3,314
Total for present year, commencing Dec. 21, 1902	4,116

Forty offenders were committed to prison (full costs being paid by the Society). 762 offenders paid pecuniary penalties (penalties not received by the Society) (moieties of penalties not accepted). Police cases, assisted by the Society without personal attendance of its officers, not included.

8,210 total convictions during 1902.

The above return is published (1) to inform the public of the nature and extent of acts of cruelty to animals discovered by the Society in England and Wales; (2) to show the Society's efforts to suppress that cruelty by statutory law; (3) to prompt the police and constabulary to apply the statutes in similar offences; and (4) to make the law known and respected, and to warn cruelly-disposed persons against breaking it. Officers are not permitted to lay information except as directed by the Secretary on written evidence. Besides day duty, relays of officers watch all-night traffic of London. Co-operation of the public is earnestly desired.

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P.S.—It disseminates in schools and among persons having the care of dumb animals upwards of 100 different kinds of journals, leaflets, pamphlets, and small books, all of which are designed to teach the proper treatment of domestic animals and the duty and profitableness of kindness to them. All the Statutes made for the protection of animals have been enacted by influence of the Society and enforced by its operation. It is an educational and punitive agency. By its officers, who are engaged in all parts of England, it cautions or punishes persons guilty of offences. Thus, while its primary object is the protection of creatures which minister to man's wants, in no small degree it seeks to elevate human nature.

Persons who desire to be made acquainted with further particulars should apply to booksellers for the monthly illustrated journals—"The Animal World," price 2d., and "The Band of Mercy," price ½d., published at 9, Paternoster Row. The Annual Report, price 1s. 3d. to non-members. Books, pamphlets, leaflets, and other literature issued by the Society, a catalogue of which may be had gratis. Monthly returns of convictions, and cautionary placards, will be sent gratis to applicants who offer to distribute them usefully, on application to the Secretary.

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						B	C	E			
London (Euston) dep.		a.m. 5 15	a.m. 10 0	a.m. 10 5	a.m. 11 30	p.m. 2 0	p.m. 7 45	p.m 8 0	p.m. 8 50	p.m 9 0	p.m. 11 50
Edinburgh (Princes St.)	arr.	p.m. 3 15	p.m. 6 15	p.m. ...	p.m. 7 55	10 30	a.m. Commence To run July 30.	a.m. ...	a.m. ...	a.m. 6 50	a.m. 7 50
Glasgow (Central)	,,	3 0	6 30	...	7 55	10 30		...	6 30	...	7 50
Greenock	,,	4 22	7 40	...	9 13	11 17		...	8 3	H	9*50
Gourock	,,	4 34	7 50	...	9 22	11 28		...	8*14	...	9*10
Oban	,,	9 5	...	...	...	4 45		8 45	...	...	11*55
Perth	,,	5 30	...	8 5	...	12 20	4 45	5 20	...	8G35	9D55
Inverness— *via* Dunkeld	,,	...	...	12 10	...	5 10	9 10	3F 10	...	...	1D50
Dundee	,,	7 20	...	8 45	...	1 5	...	6 35	...	9G15	9D50
Aberdeen	,,	9 5	...	10 20	...	3 0	..	7 15	...	H	11 45
Ballater	,,	...	...	...	...	8 55	...	9 45	...	...	2* 0
Inverness— *via* Aberdeen	,,	...	...	...	...	7 34	...	12 5	...	...	6* 0

* On Saturday nights the 8.50 and 11.50 p.m. trains from Euston do not convey passengers to stations marked * (Sunday mornings in Scotland).

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C—Passengers by the 7.45 p.m. from Euston will arrive at Inverness at 8.35 a.m. from July 21st to August 11th. This Train does not run on Saturday nights. It will run specially on Sunday, August 9th.

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For further particulars see the Companies' Time Tables, Guides, and Notices.

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As disclosed by the report, the growth of the Corporation is a continuous growth, the premium income for 1902 was £13,566 in advance of that for 1901, while the funds had increased during the same period by £34,480.

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The resolution for the adoption of the report was unanimously agreed to.

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